

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Deep Run Masonry Arch Railroad Bridge Inventory Number: 14 AA-2307

Address: CSXT Milepost BAA 13.3; HDR Sta. 223+50; Bridge 14-B City: Zip Code: 21227

County: Anne Arundel USGS Topographic Map: Savage

Owner: CSX Transportation Is the property being evaluated a district? no

Tax Parcel Number: Tax Map Number: Tax Account ID Number:

Project: CSXT Capital Subdivision Improvements Agency: Federal Transit Administration

Site visit by MHT staff: X no yes Name: Date:

Is the property located within a historic district? yes X no

If the property is within a district District Inventory Number:
NR-listed district yes Eligible district yes Name of District:
Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible X yes no

Criteria: X A B X C D Considerations: A B C D E F G None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

It is likely that Benjamin H. Latrobe, Jr. designed this 16'-wide, 71'-long, single span masonry arch bridge for the initial construction of the Baltimore and Ohio Railroad's Washington Branch 1832-1835. Constructed of granite masonry, the bridge's semicircular arch has a radius of 8'. The arch radius is comprised of a 1' 8" thick brick layer. The bridge continues to carry railroad traffic over Deep Run creek.

Although CSX Transportation is unable to locate original historic documents pertaining to this structure, more recent, unreferenced CSXT records show a construction date of 1957. This is certainly incorrect. Based on style and the use of rough-faced granite masonry, this bridge was constructed during the original building of the B&O's Washington Branch. Previous alterations, including the possible lateral expansion of the structure to accommodate an additional track, have not significantly affected the historic appearance or function of this bridge.

Likely designed by Benjamin H. Latrobe, Jr., the Deep Run masonry arch bridge is associated with the building of the earliest common carrier railroad lines in the United States (the B&O), and represents one of the first applications of stone arch bridge technology to carry rail traffic in the United States. It is eligible under Criteria A and C for listing in the National Register of Historic Places.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X Eligibility not recommended

Criteria: X A B X C D Considerations: A B C D E F G None

MHT Comments

Andrew Lewis
Reviewer, Office of Preservation Services

Reviewer, NR Program

08/02/02
Date

8/9/02
Date

200202772

NR-ELIGIBILITY REVIEW FORM

Deep Run Masonry Arch Railroad Bridge

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Prepared by: Daniel R. Pratt, HDR Engineering

Date Prepared: 6/11/2002

CONTINUATION SHEET
(Inventory Number 14)

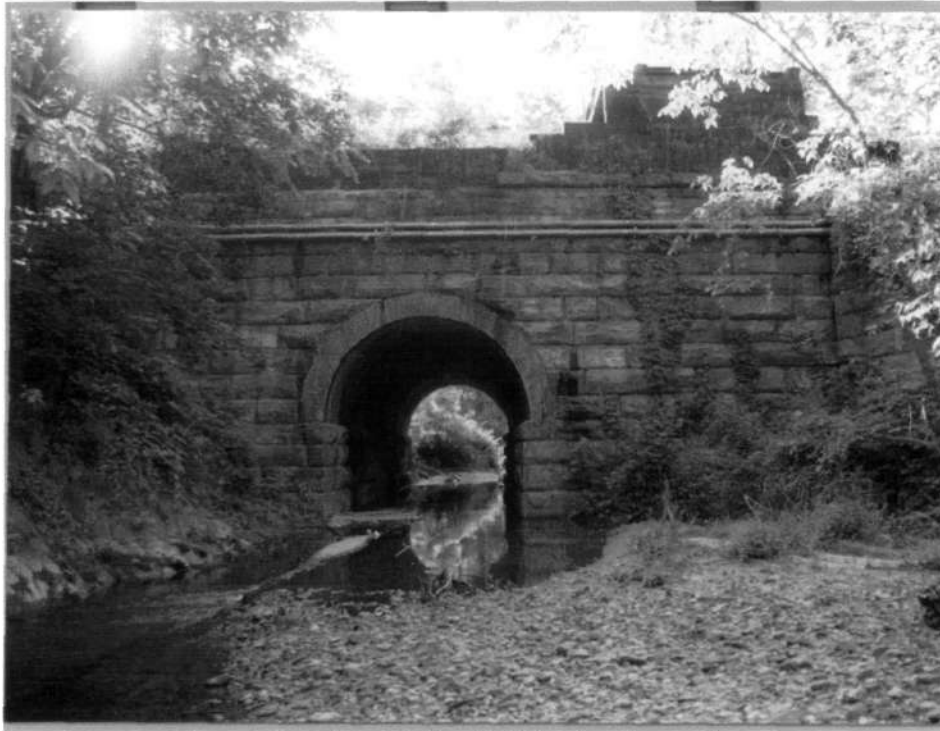


Figure 1: Deep Run Railroad Bridge, looking northwest.

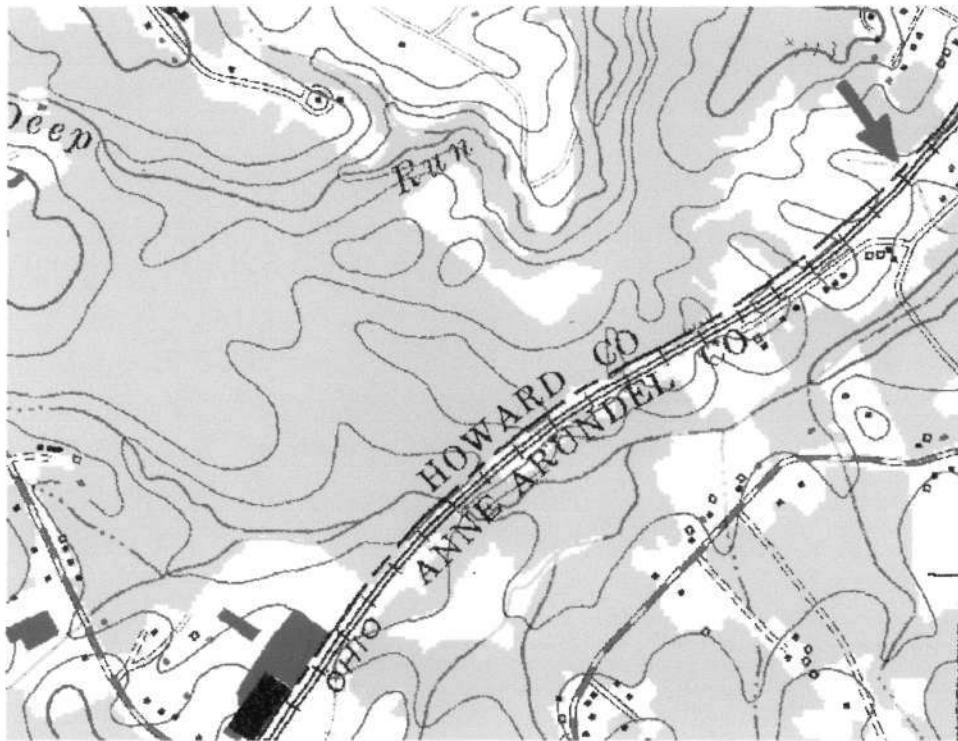


Figure 2: USGS Savage 7.5' Quadrangle Map showing property location.



AA-2307

DEEP RUN MASONRY ARCH RAILROAD BRIDGE

DOE#14

CSXT MILEPOST BAA 13.3

ANNE ARUNDEL CO. MD

DANIEL R. PRATT

5/22/02

LOOKING NW

1 of 1

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